



The China Mail

ESTABLISHED 1845

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AMATEUR & PROFESSIONAL
S. A. QUEEN'S ROAD
CENTRAL

No. 15,872

號三月八年二十一百九千一第

HONGKONG, SATURDAY, AUGUST 3, 1912.

子壬戌年元國民華中

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PRICKLY HEAT POWDER.

Is prepared according to the prescription of a celebrated physician (an eminent authority on tropical ailments) and it embodies the latest ideas on the treatment of this distressing complaint.

Very Effective and
Highly Recommended.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY.

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 3, 1912.

INDIGNANT ACTRESS.

Paris Favourite Denounced by
the Press.

Considerable amusement has been created in Paris by the conflict between Mlle. Gaby Deslys and the well-known writer M. Ernest Charles, of the "Gil Blas." The journalist recently published a violent attack on the increasing stupidity of French theatrical and music-hall performances, singling out Mlle. Deslys' appearances at the Marigny Theatre as an example of all the worst tendencies. The article was written in a vein of stinging sarcasm, implying that there is a lack of all talent, and that success is merely gained by an appeal to the vicious cravings of the audience and by the notoriety accruing from exploits in private life.

The actress immediately summoned the author and the newspaper for libel, fixing the damages at £500 tentatively, subject to an increase. Thereupon M. Ernest Charles repeated the offence in a much aggravated form, attacking Mlle. Deslys as "a symbol of the manifestations of incoherence, indecency, and low vulgarity to which music-halls are addicted." Several newspapers reproduced extracts from the second article, and now Mlle. Gaby Deslys has issued a second summons for having been abominably abused and calumniated, assessing the damages at £2000, and also requesting all papers which reproduced the offensive phrases to insert a reply to the effect that though it is not for her to undertake a general defence of the music-halls, she protests indignantly at being held up to contempt as the personification of everything loathsome.

If the Press campaign continues Mlle. Deslys intends to increase her claim for damages, and to include other journals. Nobody quite understands why this artist should be singled out by M. Ernest Charles to point his moral and to continue the attack already begun against latter-day tendencies in the music-hall. Her dances and acting, though not, perhaps, exactly suitable for a drawing-room, scarcely deserve the severe epithets bestowed upon them. Dozens of other artists and performers are infinitely more objectionable than Mlle. Deslys and her dances, and her outrageous behaviour like the present can only serve as a magnificent advertisement.

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New Anchors and Chains.
One Steam Launch, Pumps & Injectors.

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MILKMAID STERILIZED NATURAL MILK.
EVAPORATED CREAM.

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AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SUNDAY, 4th AUGUST.

10.00 P.M. 'FATSHAN.' 4.00 P.M. 'HEUNGSHAN.'

MONDAY, 5th AUGUST.

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

9.00 P.M. 'KINSHAN.' 6.00 P.M. 'FATSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1451.

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Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

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MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSIONS TO MACAO.

SUNDAY, 4th AUGUST.

The Company's Steamship "SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 A.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

MONDAY, 5th August, S.S. 'SUI AN' will depart from Wing Lok Wharf at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

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S.S. 'HOI-SANG,' 457 Tons.

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JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
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S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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Canton, August 1, 1911.

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WARE MERCHANTS. Wholesale

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of Hing Loos Street, (2nd Street, west

37, Central Market) Telephone No. 515.

Hongkong September 4, 1909.

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Business Notices.

PRICKLY HEAT REMEDIES.

VICTORIA PRICKLY HEAT LOTION

The only Safe and Certain Cure. 50 Cts. and \$1.00 per bottle.

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Gives Immediate Relief. 50 Cts. and \$1.00 per tin.

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Antiseptic and Soothing. 45 Cents per tin.

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Specially recommended by the Medical Faculty for all forms of

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Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

Pioneers in the design and manufacture of

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RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China

The Taikoo Dockyard and Engineering

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AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911.

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TELEPHONE NUMBER

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A LA CARTE GRILL ROOM.

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ADAMIRABLY SITUATED AT VICTORIA GAP.

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OPEN to the South Winds in Summer and protected from the North-east Winds in

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Hongkong, February 8, 1908.

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Large and airy Rooms, Luxuriously furnished, Electric Light and Fans through-

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COOKING UNDER EUROPEAN SUPERVISION.

Ladies' Attention Tea Room. Special rates for married families or application to

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Hongkong, November 10, 1909.

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New Management. Large and comfortable Rooms, excellent Cuisine, an

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Noted for its First Class Cuisine and Perfection of Service.

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White, Tan, Black, Blue and Pink.

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OF A DELICIOUS BEVERAGE.
FOR STRENGTH, PURITY AND NOURISHMENT,
THERE IS NOTHING SUPERIOR TO BE FOUND.



IS A HIGH-CLASS COCOA WITH A DISTINCTIVE
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PREPARED BY CADBURY'S FROM THE
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MANUFACTURERS OF

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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples, and full particulars will be forwarded on application to

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The Physician's Cure for Gout, Rheumatic Gout and Gravel.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

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POLYBRILLIANT METAL POLISH NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES.

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THE MEDITERRANEAN SITUATION.

No man who realises the situation of the British Empire, scattered as it is through the four quarters of the globe, with its lines of communication traversing every ocean and sea, and who reflects upon the incalculable responsibilities we bear, can question that to abandon the highway of the Mediterranean would be a mark and sign of folly that could only be the preface to calamity and ruin. Inexorable laws direct the routes of trade and intercourse, and no Power in the world has so great an historic right to use the waters of the Mediterranean as our own. It is impossible to believe that any intention can exist to withdraw from that ancient theatre of our activity. The old problem of the Mediterranean, as Sir George Clarke said in a memorable paper, is as clear as are its own blue waters. "As it was solved in the past, so only can it be solved now, and in the years to come. Pure reason and the long experience of great wars unite in pointing the way. National honour, splendid traditions, and the eternal principles of naval strategy alike forbid us to desert our commerce and that of our Colonies, on three thousand miles of the element which we have been taught by successive generations of sea-officers to call our own." These are noble words which should sink into the minds of all men of British blood. They indicate the only way by which the Empire can be held secure. The route to Egypt, to India, to China, to Australia, to many possessions and parts of the Empire cannot be jeopardised by reversing the policy upon which the Empire has been built up. We cannot believe that any sea officer, knowing the principles of strategy and feeling the weight of responsibility, can approve such a change. Nelson, from his own quarter-deck, and from that very sea, warned his country against the futility of depending upon any alliance whatever.

The utterances of the First Lord in his speech on the Navy Estimates created a profound impression on the public mind. Among many excellent things that he said there was one remark, however, which inevitably caused much questioning at the time. It was his foreshadowing of the withdrawal of the Mediterranean Fleet, renamed the Fourth Battle Squadron, from its base at Malta to Gibraltar, and its reduction to a strength of four battleships only—a number, he said, to be raised ultimately, "and if necessary," to a strength of eight ships. The reasons for this withdrawal are well known. It is the German menace in the North Sea which, like a magnet, is attracting our forces towards those waters. But what is the right answer to that menace? Is it to abandon a vital interest and essential link of the Empire? If that be the way, then, indeed, the star of Empire is already set. Is it not rather to go on unflinchingly in the development of naval strength? "Come the three corners of the world in arms, And we shall shock them," said Shakespeare. "If England to itself do rest but true." This is the real reason of the present time. No one doubts the necessity of a strategic movement eastward and northward, but there can be only one course to pursue elsewhere. The magnet of the North Sea must not cause us to lose sight of great centres of strategic movement. That our main forces must be in the vicinity or within striking distance of the main forces of the strongest potential enemy, must not blind us to the fact that there are dangers and possible enemies elsewhere. It is said that a battle squadron, based on Gibraltar, can strike both east and west, but it cannot strike in both directions at the same time, and the only reasonable course to adopt is to provide a sufficiency of force for the North Sea and the Channel, and if the Fourth Squadron is based on Gibraltar, to have adequate force for the Mediterranean also.

The First Lord has said in the House of Commons that the Fourth Battle Squadron, which now consists of four Duncans, will receive an accession of strength—that upon the King George V., Contarion and "Jax" joining the Second Battle Squadron during the early part of next year, the Lord Nelson, Agamemnon and "readnought" will be transferred to the Fourth Squadron, and that these, with the Albemarle, which is to be ready after her refit in December, will complete its strength. We decline to believe that the Admiralty Board will give any sanction to the abandonment of the Mediterranean, but they must be provided with adequate means for the proper maintenance of our position in those waters. With the present balance of strength, and eight modern battleships at Gibraltar, if a strong squadron of our most powerful armoured cruisers were based on Malta, the position would be satisfactory, pending the larger British naval expansion, which is inevitable. The duty of the Government is clear and definite. In view of recent developments both in the North Sea and the Mediterranean there is urgent necessity to strengthen our battle fleets, so that the country may be unquestionably superior to its possible adversary in Home waters, and able, at the same time, to safeguard British interests in the Mediterranean, and adequately to protect the route to India and the East.

Be it remembered, therefore, that a strong Navy is the cheapest we can have, and that a weak and inefficient one will prove indefinitely dear. Things do not—and as they did with the British Navy. It is no longer a question of "if" during the long years that followed Trafalgar. Rivals and potential enemies are increasing in strength. They flank the approach to the outlying parts of the Empire, and the Mediterranean is one scene of their activity, where they are developing great naval forces, and will develop them still more. "The Navy."



Benger's Food, prepared with fresh new milk forms a daily and delicious cream, rich in all the necessary food elements.

If half Benger's Food so prepared, is mixed with half freshly made tea or coffee, cocoa or chocolate, its highly nourishing and digestive advantages are added with great success to the refreshing qualities of the beverage.



also mixes agreeably with stimulants when these may be medically recommended.

"Benger's Food and how to use it" is a handsome 48 page booklet, post free from BENGERS FOOD, LTD., 10, Works, Manchester, England.

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Possession October 1912.
Full particulars of price or rent can be obtained from:
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Solicitors,
Princes Buildings, 100 House Street.
Hongkong, July 26, 1912. 90

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BERTHOLWYN, PEAK ROAD, SIX-ROOMED HOUSE from 15th July.
EUROPEAN FLAT: Nathan Road, Kowloon.
SHOP with Godown attached, NATHAN ROAD, Kowloon.
Kowloon Marine Lot No. 48 with wharf.
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Apply
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Hongkong, August 1, 1912. 1594

TO LET.

ON 2nd Floor, No. 2 PEDDER STREET,
One-Roomed OFFICE. Apply Property Office JARDINE, MATHESON & Co., Ltd.
Hongkong, April 30, 1912. 506

TO LET.

NO. 13, BEACONSFIELD ARCADE, Top Floor.
"ROGATE" Austin Road, Kowloon, from 1st April.
No. 12, BEACONSFIELD ARCADE, First floor.
No. 13, BEACONSFIELD ARCADE, First floor.
1 SMALL GODOWN in Duddell Street (Gardens D.).
LARGE ROOMS to let, central position, cheap rent.
To Let, "THE CASTLE," 9-Roomed House.

FOR SALE, WITH OR WITHOUT FURNITURE.
"TOR CREST," No. 8, The Peak, with tennis court. Commanding a magnificent view of the harbour and adjacent islands.
FOR SALE—"HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to
LINDSAY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 16

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SOLE AGENTS,
W. G. HUMPHREYS & CO.,
444E BUILDINGS.
Hongkong, May 17, 1912.

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TERMS VERY MODERATE
Consultation Free.

C. & B. ENGLISH SOUPS

30 Varieties — All Delicious



Economical
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The Cuisine of one of the finest chefs in the world available for your table.

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Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
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ASTHMA,
BRONCHITIS.

Acts like a charm in
DIARRHŒA, DYSENTERY, and CHOLERA.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words "Dr. J. Collis Browne's Chlorodyne on the Stamp."

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BLUE BLACK, SCARLET AND CHECKING INKS,

GLUCINE,

(The finest mucilage on the market).

Obtainable only from

STERNBERG'S (SUB-AGENTS),
OLD POST OFFICE BUILDING.

Sole Agent for Hongkong and South China:

H. STEPHENS,
19, QUEEN'S ROAD CENTRAL.

Hongkong, April 17, 1912. 536

PARIS TOILET,

No. 15, QUEEN'S ROAD CENTRAL, HONGKONG.

(UNDER THE ASTOR HOTEL).

HAIRDRESSING SALOONS FOR LADIES AND GENTLEMEN.

MANUFACTURERS OF SEVES DES ALPES, pronounced by those who use it the best Hairwash to prevent falling out of hair.

SEVES DES ALPES is a tonic, cleansing, invigorating preparation; causes the hair to grow luxuriantly, keeps it soft and pliant, imparts to it the lustre and freshness of youth, prevents hair from falling, is the most cleanly of all hair preparations, and is perfectly harmless.

J. O. SCPIESS, Proprietor.

Hongkong, April 30, 1912. 50

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(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 tons long.

Town Office, 48, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 459.
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Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912. 458

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FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price £814 per annum including postage. THE CHINA MAIL, Ltd., Wyndham Street.

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TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents.

From the CHINA MAIL Office.

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MARTIN'S
APOL STEEL
PILLS

A French Remedy. It is a powerful purgative, and is the only one of its kind that is not dangerous. It is the only one that is not dangerous. It is the only one that is not dangerous.

MARTIN'S
APOL STEEL
PILLS

PROPERTY INSURANCE CO.
LTD. OF LONDON
(FIRE DEPARTMENT).

THE Undersigned, having been Appointed GENERAL AGENTS of the above Company for Hongkong and its Dependencies, are prepared to accept approved risks against Fire at current rates.

MOW FUNG & CO.,
General Agents.

Hongkong, May 1, 1912. 615

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER FOR THE EAST, TOKYO.

New Insurance Paid for... £ 25,887,500
Outstanding Insurance amounts to... £282,833,220
Assets amount to... £104,063,455
Surplus amounts to... £17,828,766
Dividends to Policyholders
1910..... 10,876,157
Total paid Policyholders 1910 53,439,820
Total Expenses for 1910 10,392,092
Gross earnings from Interest and Rents for 1910 21,646,923
Gross rate of Income from Investments 1910..... 4.43%
Hongkong, Feb. 23, 1912. 722

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS' ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.
£22,561,286.
—Authorized Capital £5,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,500
11—Fire Funds..... £8,894,114
12—Life & Annuity Funds 16,136,180
Sinking Fund Account..... 88,512
£22,561,286

Revenue Fire Branch..... 2,587,158
Life and Annuity Branches 1,973,269
Revenue Marine Department..... 282,692
Other Receipts..... 430,193
£2,563,512

The Accumulative Funds of the various Branches are separately invested, and by Act of Parliament are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

MEDICINE



"Ah, This Is
What I
Need
for My
Nerves"

exclaims the man who has read what physicians and their patients say about the wonderful achievements of Sanatogen—the food tonic with lasting effects.

He has read the reports of physicians, ringing with praise of its value, the opinions of leading authorities, convincing beyond words, and the personal experiences of famous men and women who by the use of Sanatogen have obtained new vigour and health. He has read how it is composed of the two life giving substances—pure milk-protein and organic phosphorus—how scientific and certain is their action upon a debilitated nervous system.

Inspired with confidence he starts the use of Sanatogen. He feels the wonderful beneficial action of Sanatogen, its rejuvenating effect upon the nervous system—how much better appetite and digestion—how much greater power of endurance—how much improved strength of body and mind! There has been won another devotee of

SANATOGEN

The Food Tonic

and every day, in every land, thousands of men and women are thus given a new lease of health, new strength and vitality, a new joy of living! Indeed, the history of Sanatogen is a wonderful record of aid to those whose nerves have become worn and tired.

"A Martyr to Malaria."

The revivifying, strength-giving effects of Sanatogen are most remarkable in cases of convalescence after Malaria, Dysentery, Enteric Fever, and other exhausting tropical diseases. Here is a case in point:—

Mr. Thomas Lynn, c/o Presidency Postmaster, G.P.O., Calcutta, writes:—"I had been a martyr to Malaria for four years, becoming weaker and weaker with the natural run-down condition and brain fog, nervousness and Dyspepsia. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—may, for the best, I shall always highly recommend Sanatogen everywhere I go."

Try Sanatogen To-day.

Over fourteen thousand letters from practicing physicians pay eloquent tribute to the splendid properties of Sanatogen as an upbuilder of nerves and vitality. That is why Sanatogen stands supreme as the food tonic of intrinsic merit and proven effect. That is why you may use Sanatogen with the utmost confidence, with every assurance that it will lastingly benefit your health. Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson which will be sent free to all mentioning this paper on application to A. Wulff & Co., 6, Kialiang Road, Shanghai.

Sanatogen can be obtained of all Chemists.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FURNING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE FIRECLAY, STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents

MARIE BRIZARD AND ROGER'S FINE LIQUEURS AND BRANDIES.

AGENTS:

A. S. WATSON & Co., Ltd., WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, January 11, 1912.

COMMERCIAL

SHARE REPORT.

Messrs Vernon and Smyth in their weekly share report, dated Aug. 2nd, state:—The market generally for local stocks continues dull, but rates on the whole remain steady. Sterling "Rubbers" are slightly better on the week, and Fine Hard Para Rubber is quoted firm at 4/11, the true of the share market being steady. Singapore stock are neglected and the market closes without any interesting feature to report. The Bank of England and open market rates of discount are to-day both quoted at 3 per cent, and Bar Silver at 27 1/2 d. ready, 27 1/2 d. forward. Sterling T. T. closes at 11 1/2 and Shanghai T. T. at 7 1/2. Consols have further improved during the interval, closing at 74 1/2 firm.

Rubbers.—Hongkong and Shanghai have been booked at 8 1/2, but this there are no buyers. The London rate is 28 1/2.

Marine Insurance.—Unions continue on offer at 8800 with small sales reported at 8700. Cantons have again been booked at 8240, and more shares are wanted. Fire Insurance.—Hongkong are easier with small sellers at 954, but China continue firm at 1192 with buyers after reported sales at 8133.

Shipping.—Hongkong, Canton, and Macao close steady at 827, and Douglas at 826 with probable buyers. Indo China have receded to a selling quotation of 811, with London unchanged at 140—middle price. China and Manila are on offer at 89. Star Ferries after sales at 838 and 839, are now enquired for at 840. Shell transports close firm with local buyers at 101 1/2, and no shares obtainable from London under 103 1/2.

Mining.—Rauha are quiet at 84. Tromsø have been buyers from London at 73 1/2 and close in request at the rate. Kinross are quiet at 43, and Chinese Engineerings at 33 1/2.

Refineries.—China Sugars after various reported sales at 1110 to 1117 close with an uncertain tone at 1118 sellers. Luzon are weaker with sellers at 832 1/2. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are unchanged with sales and probable sellers at 246. Hongkong and Kowloon Wharves have been booked at 802 and 801 1/2, and more shares are to be had at the latter rate. Amoy Docks are steady at 805, Shanghai Docks at 714, 50, and 50 1/2, and Hongkong Wharves at 714, 50, and 50 1/2.

Lands, Hotels and Buildings.—Hongkong Lands are quiet with probable sellers at 1002 ex dividend. Kowloon Lands continue in request at 834, and West Point at 841 ex dividend.—Hongkong Hotels have been booked at 8113 and 8115 for old and new respectively. Humphreys Estates are easier with probable sellers at 81 3/4 after sales. Cotton Mills.—Quotations are unchanged and the market closes with sellers of Hongkong at 85.

Miscellaneous.—China Domes are firmer with buyers at 88 1/2. Electricities are wanted at 322, Ropes at 310 1/2, Union Water Boats at 89 1/2, and Watsons at 84 1/2. There are sellers of China Provident at 84 1/2. Steam Fisheries at 83 and Cement at 84 1/2. Iron have been booked at 2207.

London Quotations.—The following quotations—middle price—were received from London by wire this morning:—
United Serdings ... 107 1/2
Sanyo ... 25 1/2
London Asiatics ... 10 1/2
E. & I. Trusts ... 15 1/2
Rubber Trusts ... 8 1/2 prem.
Tronohs ... 73 1/2
H. K. Electric Trans ... 4 1/2
Shell Transports ... 10 1/2
China Engineerings ... 33 1/2
Indo-China ... 140
London Ventures ... 1 1/2
Pahang Consolidated ... 9 1/2

THE THUNDERER'S ESCAPE.

Live Shell Dropped Into Her Magazine.

Details are now to hand of the mishap (which Reuter telegraphed briefly) on his Majesty's ship Thunderer which might have resulted in an appalling explosion.

The accident occurred at Devonport on July 2, during the firing of the battleship's magazine with Lyddite shells intended for her 13.5 guns. These shells are five feet long and weigh eleven hundredweight, and to get them into the magazine it is necessary to lower them from the deck in a strong sling. As one of the shells had just been swung off the deck and was hanging in mid air, thirty feet above the magazine, the men working the sling saw the huge explosive beginning to slip from its fastenings. Before anything could be done the shell had dropped clear and disappeared into the opening of the magazine.

Those of the crew who witnessed the accident were horrified, and anticipating an explosion, rushed down the deck as far as possible from the magazine, although if the shell had burst nothing could have saved them. The noise of the shell's impact with the floor of the magazine was heard, but no explosion followed. Upon subsequent examination the fuse was found to be intact, and it is regarded as almost a miracle that the shell did not burst. Work was suspended for a time to enable the men to recover from the shock.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the most assimilating and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25.

Van Houten's COCOA

Cheap because a little goes a long way.

Ask your dealer for a sample.

Intimations.

MITSU BISHI GOSHI KWAISHI
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-SIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAKAZUTA, SAYO, SHINKEW and KAMUYAMADA, Collieries.

AGENTS FOR KISHIDAKE, SAKITO, & OYUBARI COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otsu, Muroran, Kobe, Osaka, Shanghai, Hongkong, Hankow.

TEL. ADDRESS for above: "IWASAKI." Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to Y. SHIBUYA, Manager, No. 2, PRINCE STREET, HONGKONG.

Business Connections in all Countries.

INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS, DANMARK 60, 21, Bd. du JARDIN, ROTTERDAM, NEW YORK, 170, FIFTH AVENUE, Manager: J. BENDIN.

This Bureau aims to further international business connections and puts itself FREE OF CHARGE at the disposal of respectable firms, and furnishes:—
a. Agents in any country.
b. Agencies.
c. Addresses of Exporters, Importers, Manufacturers, Agents, etc., in every country.
d. Offers in any article desired. The Bureau does not accept any Commission for Connections accomplished by its Medium.

Each firm desirous of utilizing the medium of this Bureau is asked to state references. The Bureau is enabled to grant its services FREE OF CHARGE because some thousand firms are subscribers and support the Bureau through an annual fee. All correspondence to be addressed to: J. BENDIN, Director I.C.I.B., Danneberg 60, Amsterdam.

Hongkong, June 11, 1912.

NOTICE.

LESSONS IN CHINESE

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write rare of China Mail office or direct to 7, Hollywood Road, 1st floor.

Hongkong, May 17, 1912.

Hotels.

STATION HOTEL, NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS. BATH-ROOM TO EACH ROOM. Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS. BILLIARD ROOM. Private Dining Room. EXCELLENT CUISINE.

For Particulars apply to THE MANAGER.

TEL. No. K129. Telg. Address "STATION." Hongkong, Feb. 27, 1912.

WYNDHAM HOTEL,

WYNDHAM (FLOWER) STREET, Opposite Clock Tower.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE. Residents and Tourists made thoroughly comfortable.

RUN ON FIRST-CLASS LINES. Under the Personal Supervision of the Proprietress: M. S. HOY.

Hongkong, August 1, 1912.

BRASSIDE

PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 890.

Apply to Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road, Hongkong, September 2, 1908.

KINGSCLEERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address: "Seachan." A.B.C. Code 5th Ed.

Hongkong, September 1, 1908.

KING EDWARD HOTEL

A FIRST-CLASS HOTEL.

UNDER EUROPEAN MANAGEMENT.

EXCELLENT ROOMS.

ELECTRIC LIGHTS & LIGHT.

REASONABLE RATES.

TELEPHONE 373.

H. HAYNES, Manager.

Hongkong, October 2, 1908.

Scientific Optician

EYEGLASSES & SPECTACLES

\$2.00 Upwards.

G. E. M. HALES,

Old Post Office Building,

Opposite Hongkong Hotel.

Eyes Examined.

Hongkong, June 22, 1912.

M. B. Foster & Son Pilsener Beer

BREWED IN GERMANY.

FIRST QUALITY.

Bottled and shipped by

M. B. FOSTER & SON'S, LONDON (Est. 1874)

GARNER, QUELCH & Co

TELEPHONE 636.

Sole Agents.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$15,000,000

STARTING ... \$1,500,000

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$15,000,000

PAID-UP CAPITAL ... \$15,000,000

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RESERVE FUND ... \$15,000,000

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$15,000,000

Banks

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... 30,000,000

RESERVE FUND ... 17,000,000

PAID-UP CAPITAL ... 30,000,000

RESERVE FUND ... 17,000,000

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RESERVE FUND ... 17,000,000

PAID-UP CAPITAL ... 30,000,000

RESERVE FUND ... 17,000,000

PAID-UP CAPITAL ... 30,000,000

Sir Robert Burnett & Co.'s

CELEBRATED OLD TOM GIN. DRY GIN.

IMPORTED AND BOTTLED BY
A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED 70 YEARS.

NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular
Attention Inclusive.

S. MOUTRIE & Co.,

LIMITED.

Hongkong, April 16, 1907

Powell's

MILLINERY -

DEPARTMENT

NEW STOCK OF

SEMI TRIMMED

and

UNTRIMMED HATS

\$2.50 TO \$15.00

A LARGE SELECTION

The Latest Styles.

Wm. Powell, Ltd.

THE EDWARD DISPENSARY,

C. KAMMING & Co., Ltd.

Chemists and Druggists.

GREAT REDUCTIONS IN

PRICES.

PRESCRIPTIONS ACCURATELY

DISPENSED.

Pure Drugs, Patent Medicines, &c.

62A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 27, 1912.

THE CHINA MAIL

Typhoon Guide.

Price 20 cents.

built was the Oceanic, 400ft. long and of 11ft. beam, and notable as the first ship to have passenger accommodation amidships instead of at the ends. There followed, 1875, the Britannic and Germanic, of 5000 tons 5500 horse-power, and these vessels ran for over a quarter of a century flying the White Star flag with phenomenal success. The Oceanic of 1889 (the second of the name) was of 17,274 tons gross register; the Celtic, built two years later, was of 20,904 tons; the Cedric, built in the following year, was of 21,035 tons; the Baltic, of 1904, of 23,876 tons; the Adriatic, of 1907, of 24,544 tons and then a great step was made in 1911, when there were completed two more ships of the Olympic type, with a tonnage of over 45,000 tons. The length of the hull in this interval of thirteen years increased from 685 ft. 9 in., to 825 ft. 6 in. and the beam from 68 ft. 3 in. to 92 ft. 6 in. At present the firm are building a still larger ship, the gross tonnage of which will probably exceed 50,000 tons. Other ships besides those named have been built in the interval for the White Star Company, the total tonnage for the line amounting to 565,000 tons, of an approximate value of 14,000,000. This does not include the vessels for other lines now absorbed in, or allied to, the White Star fleet. The total output since the founding of the firm of Harland and Wolff in 1859 up to the end of June is 2,148,483 tons. The earlier vessels built by the firm were engaged by other firms, but in 1881 engineering works were added on a site adjacent to the shipbuilding yard, but separated from it by Queen's road. During the thirty-one years which have since elapsed the horse power of machinery completed represents collectively 1,402,981 indicated or shaft horse-power. What the production of ships and machinery represents to Ireland may be gauged from the fact that there has been distributed in wages during the fifty-three years that the firm has been in existence 17½ millions sterling. The area covered by the establishment has grown from 3½ acres to 80 acres. Our contemporary adds that the producing capacity is, at least, 100,000 tons of shipping, and 100,000 horse-power of machinery per annum, a tonnage which has been exceeded during three years, in 1903, 1910, and 1911. There are eight shipbuilding berths, and in addition extensive repairing and reconstruction works at Belfast as well as at Southampton, while others are in progress of construction at Liverpool. The firm, too, have acquired works in Glasgow where there are six building berths and a large engineering factory and fitting-out basin.

MEMO FOR TO-MORROW.

9 a.m.—Excursion to Macao.

MEMOS FOR MONDAY.

General Holiday.

9 a.m.—Excursion to Macao.

General Memoranda.

TUESDAY, August 6:—

3 p.m.—Sale of Crown Lands at P.W.D.

WEDNESDAY, August 7:—

7 p.m.—Entries close for Fourth Gymkhana Meeting.

THURSDAY, August 8:—

9 p.m.—Entertainment at the Palace Theatre, Mount Austin.

FRIDAY, August 9:—

4.30 p.m.—Lady May's "At Home" at Mountain Lodge.

SATURDAY, August 10:—

10 a.m.—Hongkong and Shanghai Bank Half Yearly Meeting.

3.30 p.m.—Fourth Gymkhana Meeting at Race Course, Happy Valley.

The China Mail

HONGKONG, SATURDAY, AUGUST 3, 1912.

ULSTERIES AND A GREAT FIRM.

ALMOST every other day, in some way or other, Ulster, in general, and Belfast in particular, are brought prominently to our notice. There are, of course, anti-Home Rule protestations in abundance, speeches by the perivert Sir Edward Carson and the equally bellicose Mr Churchill. Then there are "demonstrations" by the Orangemen, strikes by the workmen, and general confusion. The most recent news which Reuters had to communicate of the perturbed province was that at the great shipbuilding works of Messrs Harland and Wolff, the "Protestant workmen" were intimidating the "Catholic workmen"—and with stones, bludgeons and other formidable missiles,—all of which go to make a pretty drastic form of intimidation. So serious was the trouble that the great works referred to had to "close down" for a few days. Happily, however, the workmen saw the folly of their ways and thus a gigantic organization was enabled to proceed.

As the Works are of special interest in these days, we have read in "Engineering" the latest account of them with much pleasure. From the article in question, which gives a comprehensive, historical and descriptive account, fully illustrated, we learn that the famous works of Messrs Harland and Wolff were founded in 1859, to which, during the past five years, there have been added new shops having an area of 163,000 sq. ft. in the shipbuilding yard, and of 222,875 sq. ft. in the machinery works. New tools have been installed to deal with the larger component part of the structure of the modern behemoths of the ocean as well as to ensure a higher degree of reliability and economy in manufacture. Coincident with these improvements the machine-tools have been rearranged in almost all the shops. An important turning-point in the career of the firm was the institution of the White Star Line in 1870 by the Ismay, who recognised the value of the innovations introduced into the design of ships by Harland, one of the most originitive of naval architects. From that time onward practically every ship built for the line has been constructed at Belfast. The first vessel

NEWS OF THE DAY.

The King had two wins at the Newmarket races during the week, ending July 6th.

The Peking to Paris aeroplane race, which is being arranged by the 'Matin', has been postponed from next September to May, 1913.

A woman was discovered dead in a house at Yau-mai yesterday. She had apparently poisoned herself with opium.

Yesterday the foki of a cargo boat, which was assisting to unload the s.s. Mongolia, fell overboard and was apparently drowned.

The gendarmerie officers and men in Peking are wearing black bands over their left arms as a mourning for the death of their General, Wu Chen.

The total output of the Kailan Mining Administration mines for the week ending 20th July amounted to 27,704 tons and the sales during the period to 22,987 tons.

The defence squadron of Great Britain in Australian waters, says the Tokyo Nichi Nichi, is to move its base to Auckland, New Zealand, when the new coast defence law goes into effect April 1, 1913.

Dr. Morrison, the "Times" correspondent has returned to Peking from Peking. It is understood that a plan is on foot for the purchase of his library by the Chinese Government.

The man who reported to the police that he was attacked and robbed at his marsh on the Peak Road last week by men armed with knives has been removed to hospital suffering from a wound he received on that occasion.

A marriage has been arranged between the Right Rev. Edwin James Palmer, Bishop of Bombay, and Hazel, younger daughter of Colonel E. H. Manning Lee, late commanding 2nd Life Guards, of Arleford, Hants. The Bishop was ordained in 1896.

Two Europeans complained to the police yesterday that as they were passing No. 36 Des Vaux Road West in a tram stones were thrown at the car and one of them was struck on the head. The culprits were not caught. This sort of thing has been rather frequent of late.

It is notified in the Government Gazette that the names of the following companies have been struck off the register:—The Century Stone Company, Limited; The Station Hotel Company, Limited; The Harris Keeney Company, Limited; and the International Eastern Guide and Advertising Agency, Limited.

In an article contributed to a Hankow paper is the following: Britain has come so near her breaking-point that she is compelled to leave her empire overseas practically unguarded in order that she may keep up her show of power in the North Sea. She cannot even promise to keep a cruiser stationed at Kikiang to protect hundreds of British women and children living in the midst of one of the least civilised provinces of China.

At an inquest at Margate on Robt. Shelford, a graduate of Oxford and a professor of entomology, a verdict of 'suicide while of unsound mind' was returned. Mr. Shelford died at a Margate nursing home which he entered in January, suffering from tuberculosis of the thigh. His disease was practically incurable, and he was found in a dying condition with a wound inflicted by a revolver which he held in his hand. Prof. Shelford was for many years curator of a museum in Borneo.

A somewhat amusing state of affairs was arrived at in the hearing of a case at Singapore before Mr. Arthur, third magistrate, on July 26. On a previous occasion a Tamil was arraigned on a charge of stealing a fowl belonging to a Malay policeman at a Central Police Station. He denied the charge and said the fowl was sold to him by the policeman's mother, whom he sub-judged to appear as a witness. To-day the woman failed to present herself. His Worship accordingly signed a warrant for her arrest and the prosecuting policeman has now the unpleasant duty of arresting his own mother in order that she should give evidence on behalf of the man he accuses!

A Duchess, with a stall in Church-road, Edgeware-road, said to a retailer of kippered herrings: "This is Alexander Day: Won't you buy a rose, sir? One for a penny; a bunch for a shilling!" "Certainly, my dear," replied the merchant. "Being as how it's you, I'll have a little with me!" Then he offered the Duchess a peace offering in the shape of a blood orange. "You needn't eat it now, my dear," he said. "You'll want it later on; how well it'll do for your business this weather. Put it in your pocket."

CHRONIC DIARRHOEA.
MANY sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of the worst cases of this disease have been permanently cured by it after other treatments and skillful physicians had failed. For sale by all Chemists and Druggists.

NEWS OF THE DAY.

The s.s. Feasting was to have left for Mexico via Macao, last night, with nearly 600 emigrants, but owing to the threatening appearance of the weather remained in port.

The s.s. Kailan arrived this morning from Manila with 214 Philippine emigrants for Hongkong. Very bad weather was experienced on the way across, the passengers having a very bad drugged appearance on the steamer's arrival. Heavy seas swept the vessel, so that the passengers had to be battered down. The steamer was here to for a short while during the worst of the storm. Fortunately no damage occurred.

Messrs Lloyd, Matheson and Carriv's weekly tea report states in regard to China:—"Since our last, most of the crack chops of Siam have been sold 'to arrive'; the quality is good, and the prices, ranged from 93d. to 11½d. per lb. A few choice Ching Woo and Suukongs have also changed hands. In medium grades of Pan-yong some Old and New Season's realised 4½d. to 7½d. per lb. In black-tea tea there is only a small business passing at previous rates."

SOCIAL AND PERSONAL.

Mr and Mrs J. W. Bolles were passengers by the "Yawata Maru" for Manila.

The following are candidates who have successfully passed the Board of Trade Examinations during the past month:—John William Smith, master; steam: Ellis Walker and Sidney Port, 2nd mates; John Barrett, Gordon Taylor, Henry Roke, James Henry Colcord, Alfred Malam and William Richmond McIntyre, 2nd-class engineers.

The death took place on July 29 at Ningpo, of Mr R. T. Tebbitt, R.B.M. Acting Consul there. Mr Tebbitt had been in the Consular service for a period of something like fourteen years, and as he had been stationed in various parts of China during that time, was well-known. Mr Tebbitt joined the service about 1898. At different times he was at Newchang, Anhang and latterly at Tainanfu, whence he was transferred to Ningpo about November last. He had fulfilled the duties of Acting Consul ever since, and was popular in the port. The deceased had been in rather indifferent health for some time, and had gone home on one occasion to recuperate. He was married quite recently, and for his widow much sympathy will be felt.

SUCCESSFUL SCHOOL PICNIC.

Yesterday, to celebrate the completion of the Summer term, the students of the Ellis Kadoorie Hongkong College went on a most delightful picnic to Lamma Island. A small subscription paid by each boy was largely supplemented by the generosity of Mr. Ellis Kadoorie and Mr. Lau Chu Pak, and the money thus obtained enabled four large steam launches to be chartered and at 2.15 p.m. nearly four hundred students assembled on Blake Pier. The launches, in charge of Messrs Beaumont, Campbell, Smith, and Williams, left the Pier at 2.30 p.m. while the Headmaster (Mr W. D. Brimwood) and a party of friends followed in another. The happy students first steamed for Aberdeen, where sampans were taken in tow to be used later in transferring the party to the beach. From Aberdeen the launches should have gone direct to Picnic Bay, but through the ignorance and density of the coxswain of the leading launch Deep Bay was reached but on the mistake being discovered the course was altered for the proper destination. No one objected to the extra journey however, which only added to the interest of the trip.

Arrived at Lamma Island most of the students indulged in a dip; a football had been brought for water polo and there were other aquatic pastimes that were greatly enjoyed. The launches were well supplied with eatables and drinkables, to which the boys did ample justice while the European masters were entertained at tea on the Headmaster's launch. With the exception of a short, sharp shower at the commencement of the trip the weather was all that could be desired, and at 7 p.m. the party disembarked at Blake Pier very tired but supremely happy and wishing that such events were of more frequent occurrence.

HEAT WITHOUT SUNSTROKE.

A notable feature of the present abnormal state of the weather in Shanghai is that no fatalities from sunstroke have been reported to the authorities. In years gone by hardly a summer has passed without some victims to heatstroke, but up to the present the death-roll has been free from such cases. However hot the weather may be, it has always been considered healthy as long as the atmosphere is comparatively dry, but during these days in Shanghai the heat has been notably damp and consequently unhealthy. This makes the absence of sunstroke cases all the more remarkable. The authorities account for this by the fact that at present Shanghai has lower of the "head-wind" than in its midst. Among the Chinese the deaths from heat-strokes are practically negligible, for although every now and again a rich coolie is reported to have collapsed from some such cause, it is usually found that death is due to a weak heart which has been unable to withstand the strain of the hot weather. As regards the foreign element the most common cause of such deaths was the predisposing influence of different whiskeys. —N. C. Daily News.

RAMBLING NOTES.

If the ceremony of the Trooping of the Colour at the Hongkong Cricket Ground on Thursday morning cannot be described as the most important event of the week to the general public it certainly was to our gallant military defenders "The Yorkshires." They turned out in all the "pomp and circumstance" befitting the occasion of their celebration of the Regiment's great victory at Minden, and everything was carried out in a manner worthy of the occasion.

A pleasing feature of the celebration was the appearance of the rose in the hats of the officers and many of the men; who remembered that at Minden their gallant comrades, on the march to the battle field, had passed through a garden and had thus gaily bedecked themselves. In these days, British soldiers would not, I am inclined to think, be allowed to indulge in such a pleasing little performance, as the exigencies of war in those days of aeroplanes and long-distance guns would probably preclude all such idle dalliance en route.

Sir Henry May was present and took the salute. At the conclusion he delivered quite an interesting speech, having a real martial ring about it. In the course of it, I note that in his reference to "Englishmen" he twice explains that the word is to be taken in its "widest sense." In these Imperial days the use of the word "Briton" should undoubtedly be used. It requires no explanation, and is acceptable to Englishmen, Scotsmen, Irishmen and Welshmen alike. Even today, broad-minded and tolerant as Scotsmen, Irishmen and Welshmen generally are, they feel a slight tinge of resentment against the word "Englishman" when obviously the word "Briton" ought to be used.

As Monday is a Bank Holiday, it is to be hoped that the typhoon warnings which have been issued of late will mean nothing more serious than what they have been signifying of late. At the time of writing the atmosphere has a decidedly "typhoony" appearance, but, with good luck and good faith in the goodness of that potent personage, the Weather Clerk, we'll hope for settled conditions until at least the holiday is over.

I notice that the hotel runners who have been explaining certain of their little "sayings and doings" have been "bound over" to be good for some time to come. The evidence indicated that the squabble was of a very ordinary nature, and it is a pity that the time of a Magistrate should be occupied by such trivialities.

The death of the Mikado gave the community an opportunity of specially showing their friendly feelings to our friends and allies the Japanese. It is interesting to note the large number of Japanese wearing not only a black tie but also a black band on the left arm. This is, of course, western custom, but I am inclined to think that most westerners on a similar occasion would have allowed the tie to suffice.

Burglaries attempts are still taking place in and about Hongkong. The other evening I note that a particularly amusing case was reported from Hongkong, some ruffians having entered the premises of a hard-working milkman. Only some \$20 worth of property was stolen, but, in securing it, the thieves gagged the owner's wife, son and uncle. It is to be hoped that the police authorities will keep a sharp look out for such desperate characters.

The pirates also have not yet received their quietus, it would seem that almost every day cases are reported of their activities in and about the West River. They are a desperate, blood-thirsty lot of villains and it is by no means too soon for some organised effort being made to lay them by the heels.

I noticed in my "China Mail" the other night that an individual had been fined at the Police Court for the third time for returning from banishment. Presumably, "Home Sweet Home" appeals to him, and, like most Chinese, he makes rather a poor exile.

In these days of strikes—local, general, national and international—there is some reason to think that at least to the boudie mind the "stirring up of the country" by no means indicates the alarming menace to which we are now alas! accustomed. As witness—

"You must find it very dull here?"
"Not always, Sir: this 'ere country is goin' to be stirred up directly."
"Really? 'Not riots, I hope?"
"No. Spring ploughin'."

RAMBLER.

The best way to protect the face from tan and sunburn, says the "Manila Times," is through applying cold cream, over which is put a generous coating of powder. If one is careful to wipe off the excess cream and to rub the powder into the skin smoothly it will not show. Always do this before going out into the sun and wind, and especially if going for a trip on the water.

THIS MEANS YOU.

THERE is one medicine that every family should be provided with, and especially during the summer months; viz. Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed in its case but a quarter. Can you afford to be without it? For sale by all Chemists and Druggists.

NAVAL NEWS.

Torpedo boat 013 sailed from the Harbour this morning.

The German gunboat Itis arrived at Hongkong yesterday from Macao.

The American destroyers Decatur and Chauncey sailed from Hongkong this morning for Manila.

SPORTING.

Polo.

Recently, a match between Peking and Tientsin resulted in a win for the latter by seven goals to two. The Tientsin team did not play particularly well together, but were better mounted than their opponents and proved themselves superior to the weak team which Peking was able to put in the field at this time of the year. The heat was very great and very trying for players and ponies. The officers of the British Legation Guard were "At Home," Mrs Koe receiving on their behalf. The teams were as follows:—Tientsin; Captain Worsell, Major Hartman, Messrs W. H. Hunt and A. H. Forbes. Peking; Mr R. C. Allen, Captain Hart, Dr Woods and Lieut. Moleworth. Captain Turner, R.E., acted as umpire.

THE "CHINA MUTUAL."

The Directors' Report.

The Directors' Report of the China Mutual Life Insurance Co., Ltd., in respect of the financial year, ending last 31st March, and presented at the Fourteenth Annual Meeting held at the Head Office of the Company at 10, Canton Road, Shanghai on Saturday last, 29th June, stated:—

The Directors have pleasure in presenting their report for the year ending 31st March, 1912.

New Business.—New applications received during the year amounted to \$12,731,774.

Policies were issued for \$11,249,562 and applications for \$1,502,212 were postponed or declined.

The total insurance in Force on 31st March, 1912 amounted to \$43,199,946 of which policies to the amount of \$210,411 were re-insured.

Income.—The income for the year amounted to \$4,172,657.76 being an increase for the year of \$204,786.66.

Assets.—The total assets now amount to \$11,301,067.53 an increase during the year of \$1,157,645.93.

PAYMENTS ON POLICIES.—The total amount paid to policy-holders and beneficiaries during the year amounted to \$1,072,769.18 making a total of \$7,086,612.26 paid since the Company's inception.

The Accounts have been audited by the auditors, Messrs G. H. and N. Thomson who have given their certificate. They require, but are eligible for re-election.

The present Directors of the Company are Messrs C. R. Burkill, C. Stephenson, Lee Yang Su and J. A. Wattie, of whom Mr C. Stephenson was elected to fill the place of Mr J. H. McMichael, who retired. In accordance with the Deed of Settlement, Mr J. A. Wattie retires, but, being eligible, offers himself for re-election.

The Advisory Board for Hongkong is:—Sir C. F. Chater, Kt., C.M.C., and Messrs T. F. Hough and T. J. Lafrantz; local officials—Messrs Lefferla Knox, District Manager; B. W. Tape, District Secretary; and C. Lawder, District Inspector.

ALASKAN HERRING-TRADE IN CHINA.

A determined effort is being made to again building up the trade of American interests in China in salted herrings shipped from the Pacific coast of the United States, which assumed large proportions two or three years ago. As indicated in a report of about a year ago, there was a failure to a considerable extent, of the herring catch in the Puget Sound country last year—and the trade to China languished. Apparently the failure was due only partly to natural causes.

The British Columbia herring catch for the past season, in which American capital is largely interested, is placed at 11,850 tons, and that of Alaska amounts to about a thousand tons additional. Practically the whole of this output is sold on the Japanese and Chinese markets. Shipments from the Canadian and American ports to Hongkong, Shanghai, and Japanese ports already this season have been very large so it is expected that the trade for the present season will be fully up to the average. American fishing interests are thoroughly canvassing the Chinese markets with a view of increasing their sales as their increased output, for which additional facilities are constantly being established, is realized.—Consular Report.

The Lord Mayor of London, addressing a recent meeting in London, referred to the loss of the Titanic, and stated that his fund now amounted to over £300,000, all banked in the Bank of England. That amount could not have been raised in Downing Street, as he told a Cabinet Minister a night or two previously. The women of England had sent him over £200,000, and he had determined to distribute his fund with discrimination, to protect the widows and defend the children. The children would be fed and educated, and when capable of being taught a useful trade would be placed in the way of doing so.

BY TELEGRAPH.

FIGHTING AT LHASA.

THE CHINESE REPULSED.

(Reuter's Service to the China Mail.)
LONDON, August 2.

A telegram from Reuter's correspondent at Simla states that fighting continues at Lhasa, where the Chinese repulsed a Tibetan attack at Trateh Monastery. They secured a large quantity of supplies, and were greatly encouraged by the news of the departure from Szechuan last week of a relieving force which it is hoped will arrive in Lhasa in September.

ITALIAN OCCUPATION OF THE AEGEAN ISLANDS.

(Reuter's Service to the China Mail.)
LONDON, August 2.

Sir Edward Grey, replying to a question asked in the House of Commons by Mr Noel Buxton, said that the Italian occupation of the Aegean Islands must occasion considerable discussion when the war was over.

FRANCE AND RUSSIA.

EXTENDING THE 1892 CONVENTION.

(Reuter's Service to the China Mail.)
LONDON, August 2.

M. Poincaré starts for Russia on Sunday.
It is announced in Paris that there have been conversations between the chiefs of the French and Russian staffs with the object of placing on a more precise basis the Military Convention of 1892 by extending it to the Navy in view of the modified naval situation.

THE LATE MIKADO.

THE KING'S MESSAGE: INDIA'S MOURNING.

(Reuter's Service to the China Mail.)
LONDON, August 2.

Reuter's Simla correspondent states that three weeks' full Court mourning has been ordered by the Indian Government with reference to the death of the Mikado.

In the House of Commons a message from the King was presented acknowledging the Address regarding the Mikado's death.

His Majesty says: "I join most sincerely in the expressions of regret at the melancholy tidings of my illustrious friend and ally, the Emperor of Japan."

THE GOVERNMENT AND THE SUGAR CONVENTION.

(Reuter's Service to the China Mail.)
LONDON, August 2.

The Greenock sugar industry is described as being in a state of consternation at the Government's decision to withdraw from the Sugar Convention. The refiners say that it will mean their ruin, and that the country will be swamped with bounty-free sugar.

The confectioners generally are complaisant, and are expecting a reduction in the price of sugar.

EFFECT ON THE WEST INDIES.

LATER.

The papers discuss the announcement of Great Britain's withdrawal from the Sugar Convention from a party standpoint, but are agreed that it will seriously affect the West Indies if the withdrawal takes effect on September 1, 1913.

ULSTER AND HOME RULE.

A CRISIS TO BE FORCED.

(Reuter's Service to the China Mail.)
LONDON, August 2.

The Times referring to the meetings arranged in Ulster for the end of September culminating in a demonstration at Belfast, says that Mr Bonar Law in his speech in the House of Commons on Wednesday revealed the significance of the meetings, namely, that Ulster will not wait for two years for Home Rule to be passed, but will signify its force a crisis.

BY TELEGRAPH.

CHINA'S POLITICAL ADVISER.

DR. MORRISON APPOINTED.

(Reuter's Service to the China Mail.)
LONDON, August 2.

A Reuter's message from Peking states that Dr. Morrison, the Times correspondent, has accepted the post of Political Adviser to the President of the Chinese Republic for a period of five years. He begins his duties in October.

(Note: Dr. Morrison, who is an Australian, has been "The Times" correspondent at Peking since 1897.—Ed. C.M.)

THE FINANCE BILL.

AN ALL-NIGHT SITTING.

(Reuter's Service to the China Mail.)
LONDON, August 2.

An all-night sitting of the House of Commons took place on the committee stage of the Finance Bill. The debate was adjourned at noon. The Government took no risks and were in attendance till the decision at 1.30 in the morning, giving the Ministerialists a majority of 111.

THE UNIONISTS ACTIVE.

Snap Division Hunting.

LATER.

Despite the "All-Night Sitting," the Unionists re-assembled in force to take the first opportunity of a "snap" division. On the question of Procedure, the Government majority was only 26. This was received with jubilation by the Opposition, who shouted "Saved by the Irish Again," which remark was received with counter cheers.

COMMERCIAL.

Freight Unstable.

Messrs. Lambe and Bage's, Ship and Freight Brokers, circular dated 3rd August, states:—

"The freight market has remained in a practically unchanged condition, again only a limited volume of business was concluded in chartering during the fortnight under review, and although orders are comparatively few, trading was undoubtedly restricted by the severity of tonnage and the existing differences in the ideas of owners and charterers relative to rates. At the close, the freight market has still further strengthened owing to prompt tonnage to Java being 'urgently' required. The North exports trade continues quite unexpectedly good for this time of the year, the regular liners having sufficient to do in their own sphere and tramps which occasionally come into question find no difficulty in securing good paying freight."

Singapore/Hongkong—Arrivals of grain from the interior continue small. Only one fixture has come to pass at 13¢ cents, whilst other vessels on the regular run are accepting small lots at same figure.

Saigon/Philippines—Tonnage was difficult to procure and chartering has been restricted to a few fixtures. Japan buying heavily has caused prices at Saigon to advance considerably and several importers seeing the difficulty to charter at their ideas have agreed to resell their cargoes already contracted for and pocket a handsome compensation. It is estimated that the deliveries to Japan for July and August amount to 100,000 tons.

Saigon/Saigon—Charterers finding it sometimes difficult to procure suitable tonnage at their ideas have contracted with a local Chinese Steamship Company for four trips at \$4,000—lumpsum.

Haiphong/Bangkok—A vessel was taken up to carry Cement—about 6,000 casks—at 75 cents per cask.

Java/Hongkong—Prompt tonnage being in urgent need, vessels could be placed at as high as 40/45 cents per cask.

Newchwang/Canton—Nothing has been done during the last fortnight in the way of chartering. The two last cargoes contracted for have arrived here during the last week, but no sales have been done owing to the low prices offered by buyers.

Timecharterers—The German a.s. Quarta and the Norwegian a.s. Uly have both proceeded to the North to take up their new engagement on Timecharter—six months at \$6,500—and three months at \$5,750 respectively.

Coal Freight—Demand has somewhat fallen off, and boats offering space for purtygoes to load at Moji at \$2 have not found any takers locally. Fixtures reported:—Hongkong/Chinkiang \$2.50, Kobo/Shanghai \$2.45, Port Court/Swato \$2.60 and Hongkong/Hongkong \$2.10 per ton.

BOWEL COMPLAINT IN CHILDREN.

CHILDREN when teething are liable to attacks of diarrhoea and this trouble, especially in warm weather, should never be neglected. The best medicine in use for ailments of this kind is Chamberlain's Colic, Cholera and Diarrhoea Remedy. When reduced with water and sweetened it is not unpleasant, which is of great importance when giving medicine to children. For sale by all Chemists and Storekeepers.

CASTOR OIL, NEADED, TOO.

FOR summer diarrhoea in children always give Chamberlain's Colic, Cholera and Diarrhoea Remedy and castor oil, and a speedy cure is certain. For sale by all Chemists and Storekeepers.

TYPHOON WARNING.

The following notice, received from the Manila Observatory at 11.30 a.m. to-day, has been courteously forwarded to us by the American Consul General:—Cyclone or typhoon E. of Northern Luzon more than 300 miles distant inclining northward.

THE TYPHOON.

At twenty minutes past six yesterday afternoon the typhoon came within 300 miles of the Colony, when the black drum was hoisted. At half-past seven this morning the signals were taken down. The typhoon crossed the coast line between Swatow and Amoy at about noon to-day. It is now filling up.

Kowloon Bay anchorage looked a very busy place at daylight this morning, 15 or 16 steamers being comfortably moored there, as last night the weather appeared threatening. Ships arriving from the South report strong westerly gales with high seas; the Kaitong and Loongsang were both 24 hours late in arriving. Hongkong has been fortunate in escaping the blow and only experiencing the extreme heat wave, followed by cool weather and occasional heavy showers.

MAGISTRACY CASES.

MURDERER AND PEACEMAKER.

Mr Irving acted as peacemaker between some neighbours who brought their grievances to the Magistracy this morning. It appeared that the tenants of a top floor room annoyed the occupants of the room immediately below them by their floor washing operations, and the latter showed their resentment by visiting the other people armed with sticks. Mr Irving induced the complainant to consent to be bound over with two defendants and gave the parties some good advice. "Being neighbours they had to try to live in harmony and peace. When complainant wished to wash his floor he could give the defendants notice, and if a little water came, through defendants should not take up sticks, but should talk to complainant quietly. 'Don't come before the court' he added 'with such trifles as these.'"

A SOLDIER'S COMPLAINT.
Before Mr. Melbourne, this morning, a young girl named Solomon was charged with assaulting a gunner in the R. G. A. named Wright. The complainant stated that defendant, who was with three others in a house at Praya East, threw a cup at him as he was passing, but defendant stated that the soldier went into the house and would not leave, and she struck him with the cup. The charge of assault was dismissed, and defendant was bound over in a personal bond of \$100 to keep the peace for six months.

A GAMBLING RAID.
Fourteen men appeared before Mr Irving on a charge of gambling on the premises of a Chinese restaurant at Queen's Road West. A Chinese detective said the men were playing Ngau Tai with European cards and there was money on the table. The first defendant, who was charged with being the keeper of the gambling house, pleaded that he was only entertaining his friends. The defendants were fined \$5 each.

LOTTERY TICKETS.
A Chinese shoemaker from Macao found in possession of 18 Sham Pui lottery tickets was discharged. Mr Melbourne accepting his plea that he had not the tickets for sale.

A YOUNG FELLOW THIEF.
A Chinese youth was charged before Mr Melbourne with stealing a quantity of clothing of the value of \$10 from a house No. 9 Robinson Road, and he was further charged with having returned from banishment. A police inspector said defendant had been twice imprisoned for larceny this year. Defendant was sentenced on the first charge to three months' hard labour and six hours' stocks and on the second to six months' hard labour.

HEAVY BAIL.
Three men charged with detaining a married woman at a boarding house, 148 Connaught Road, were remanded, bail being fixed at \$500 each.

SALE OF CHEFOO HOTELS.
A correspondent wrote from Chefoo on July 23 to the "N. C. Daily News":—At the auction to-day a Chinese bought the Beach Hotel for £15,500. The Sea View Hotel was bought by the Chefoo Club for £15,100. The Godown was sold for £15,000. The buildings, three bungalows, and several acres of land adjoining the Russian Consulate were sold to the Catholic Mission for £15,200. This enables the Hongkong and Shanghai Bank to secure its money, but it is to be feared that many others will receive little, if anything. It is alleged that Sing Tai and Co., paid eight per cent. interest, and several foreigners took the risk and deposited money with them instead of with the foreign banks.

AT SEA WITH A FLEET: BATTLE PRACTICE.

(By a LARDEMAN IN "THE NAVY.")
"Five forty-five, Sir—the hands are falling in." It was the voice of the quartermaster calling the gunnery Jack. "All right," came the reply, "I'll be out in a minute; what's the weather like, quartermaster?" "Oh a beautiful morning, sir, quite fit for the battle-practice, to-day!" I thought the weather was the uppermost question in the Gunnery Lieutenant's mind, and no wonder, because this day of all others in the year was the culminating day of months of assiduous gun-drills, of much "sub-calibre" practice, and of many "dummy-runs" and control drill undertaken by himself and his staff.

Battle-practice may mean a lot to the gunnery lieutenant. It may mean that he will get his guided peak in the next list of promotions or it may mean that he will be shelved when the ship pays off, or that a court of enquiry may be appointed to sit to look into the bad shooting of his ship! Evidently, it is a critical and anxious time for the responsible officer.

After dressing, he went on the quarter deck, where the officer of the watch was already telling off the hands for cleaning ship. There was a subdued sense of excitement as the forecasclemen were sent off under the charge of the boatswain to clear away anchors and cables all ready for weighing. At the same time the gunnery lieutenant sent some of his men below to see that the magazines were all right, and he took the gun's crews that remained, pressure being put into the turrets, and all the gun circuits tested to see that everything was in order for the day.

After breakfast, the principal gunnery officers of the fleet came on board, and the signal, "Interrogative Q.R." was hoisted, which means: "Permission is requested to proceed in execution of previous orders," and on the affirmative flag being hoisted by the flagship, the anchor was weighed, and the ship proceeded out of harbour.

Out in the offing we found the target waiting, in tow of a second-class cruiser—a target, 90 feet long and 30 feet high, supposed to represent a portion of the side of a ship. I observed that it was a marvellously constructed piece of work. An enormous number of thin wooden masts, each 30 feet high, were mounted on a long raft, which, to be seaworthy, must draw no less than 16 feet of water. The masts were supplemented by cross pieces at regular intervals, and over all was spread a very stout canvas sail.

When the anchors and cables had been secured for sea, the cry was heard: "Clear ship for action"—and in almost less time than it takes to tell, everything "sticking up above the deck" was laid flush, and the ship, indeed, appeared more business-like than I had yet seen her. A prolonged bugle call next sounded, which I was informed by one of the officers was the signal throughout the ship for "Action." While a moment before everyone had been falling in orderly fashion, now the whole upper deck seemed literally seething with people running to their battle stations. Everyone in the ship had a known destination, many being at the guns and many up aloft to control the firing, but practically everyone was somewhere under the cover of armour.

On the bridge the captain looked narrowly anxious, holding a sealed envelope, which, on a signal from the chief umpire, was opened. This was a mysterious packet containing the sealed orders for the practice, for no one in the ship is allowed to know beforehand what the exact form the test will take. The towing ship also was a sealed envelope on board, which was opened at the same time.

There was a short consultation between the captain and the navigating officer, and the ship's helm was put hard over while full speed was ordered at the engines, in order to steam well outside the range which had been prescribed for the practice. In the meanwhile the gunlayers were moving their turrets, probably taking the opportunity of a little practice in picking up distant objects.

As the ship got further from the target, that desired object appeared smaller and smaller, until at length, it was only just possible to make out its form and shape on the horizon.

The ship was now turned at a certain range, and the course prescribed in the sealed orders was steered. Everything then being in order, another bugle was sounded which I was told meant "Commence action." The long-looked-for moment had come. One of the midship turrets immediately fired, shaking, as it seemed, the whole ship, and a long white column rose not far from, but rather short of, the target. The fall of the shot was seen from the control position, and the necessary corrections being made to the range, the officers soon found the correct range, and for the space of a few minutes the ship indeed seemed to be possessed and shaken by the T tares so great was the noise, and yet so strangely quiet was the air at rare intervals.

There were moments during the firing in which I was able to see the target through a telescope, and not until then did I realise what heavy gun practice meant. The shots from the 13.5-inch guns were plainly visible through the glass as they sped through the air, and I even saw them bursting through space after the schooner. Yet this was only practice. What was the real thing, like that? That was the question I asked myself feeling that anything more terrible than a Dreadnought in battle could not be imagined. Fancy, I thought, not being able to see your human antagonist! Fancy being unable to come grips with him except at a distance of some miles through space. Here were things to think of indeed.

And at the conclusion of the practice we steamed up to the target, which displayed a most satisfactory appearance, many shots having gone clean through the canvas.

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Heritage, by Valentina Hawtrey.
Julia France, by Gertrude Asherton.
The Doctor, by Mary Angela Forbes.
Fatal Fingers, by William Le Queux.
Wintering Hay, by John Trevena.
The Vicar of Normanton, by Edward Noble.
The Bachelor Comedy, by A.E. Buckrose.
Love Gilds the Scene, by Alice and Egerton Castle.
The Family Living, by L. Watson.

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HIGH-CLASS PIANOS

BY BEST MAKERS FOR

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72, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).
FOR NEW YORK

S.S. ATHOLL on or about 23rd August
S.S. DACRE CASTLE on or about 19th September
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "AFRIC LINE."
Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Uitenhage with	on or about
KUMSANG	13th Aug.	UMFULI	10th Sept.
FOOKSANG	18th Aug.		
LAIKANG	22nd Aug.		
A. APCAR	28th Aug.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS

CHEAPEST FORM OF POWER KNOWN OVER 11,000 IN DAILY USE

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANCO-BRITISH EXHIBITION LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

HORNSBY OIL ENGINES.

A \$1,000 Prize offered by the War Office for the Best Military Engine. Together with £150 BONUS for exceeding the requirements of the conditions by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. CO.

EXPANDED METAL

FOR REINFORCED CONCRETE PLASTER-WORK, &c.
Prices, Stock List, and full particulars on application.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

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THE STANDARD LIFE ASSURANCE CO.

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This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

For prospectus and full particulars apply to
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KIRIN BEER.

A VERY LIGHT LAGER.

You may call it the Leading Japanese Beer or a Good German Lager.

THE BREWMASTERS ARE GERMANS.

The Raw Materials are all imported from Germany and Bavaria.

But the water is used from a famous Spring in Yokohama noted not only for its absolute pure quality and softness but for its curative properties for Dyspepsia and other kindred diseases.

Kirin Beer is a Household word in Palaces, Embassies and the Foreign Residences in Japan, and has been awarded Highest Medals wherever exhibited.

Price per Case 4 Dozen Quarts.....\$12.00.
" " per Case 6-Dozen Pints.....\$12.00.

SOLE AGENTS:

Gande, Price & Co., Ltd.

Wine Merchants.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To Sail	REMARKS
CHANGHAI, MOJI, KOBE AND YOKOHAMA	SARDINIA	About 7th Aug.	Freight and Passage.
LONDON & ANTWERP	PERA	About 7th Aug.	Freight only.
VIA SUEZ, PANAMA, CANAL, PORT SAID & MARSEILLE	ASSAYE	About 15th Aug.	Freight and Passage.
LONDON, VIA USUAL PORTS	ARCADIA	17th Aug.	Special Advertising Rates.

H. W. D. SEALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
1912	1912
EMPEROR OF INDIA, Sat., Aug. 24.	EMPEROR OF BRITAIN, Fri., Sept. 20.
EMPEROR OF JAPAN, Sat., Sept. 14.	ALLAN LINE, Fri., Oct. 11.
MONTEAGLE, Sat., Oct. 5.	EMPEROR OF IRELAND, Fri., Nov. 1.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC and RAIL TO VANCOUVER	From YOKOHAMA via KOBE, NAGASAKI AND SHANGHAI
ALLAN LINE, Fri., June 28	MONTEAGLE, Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

Passengers for Europe have the option of going forward by any Trans-Atlantic steamer either from Canadian Port or from New York or Boston.

EXCELLENT THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MAKESSELLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	AKI MARU, Capt. B. Kori, Tons 12,000	WEDNESDAY, 14th Aug., at Daylight.
	MISHIMA MARU, Capt. A. E. Moses, Tons 16,000	WEDNESDAY, 28th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.	YOKOHAMA MARU, Capt. K. Noda, Tons 12,500	TUESDAY, 13th Aug., at 4 p.m.
	INABA MARU, Capt. S. Tomimaga, Tons 12,500	TUESDAY, 27th Aug., at 4 p.m.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 9000	SEPT., at Noon.
COMPAG, VIA SINGAPORE AND COLOMBO.	HAKATA MARU, Capt. H. Nomura, Tons 12,000	MONDAY, 5th Aug., at Noon.
SHANGHAI & KOBE.	JINSEN MARU, Capt. Machida, Tons 4000	MONDAY, 12th Aug., at Noon.
KOBE & YOKOHAMA.	ATSUTA MARU, Capt. —, Tons 9000	WEDNESDAY, 14th Aug., at Noon.
SHANGHAI, MOJI AND KOBE.	COLOMBO MARU, Capt. Kamashita, Tons 5000	WEDNESDAY, 14th Aug., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 9,800	WEDNESDAY, 28th Aug., at Noon.

§ Fitted with new system of wireless telegraphy. § Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, CANGON & CALCUTTA

CEYLON MARU, Capt. Tomawa, Tons 8000

FRIDAY, 2nd August.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$135	\$122	\$108	\$95.	
2nd class \$ 81	\$ 75	\$ 65	\$57.	

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday

at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route—with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Mongolia.....27,000 Tons	Starting Aug. 6th, at 1 p.m.
Persia.....9,000	Aug. 27th, at 1 p.m.
Korea.....18,000	Sept. 3rd, at 1 p.m.
Siberia.....18,000	Sept. 17th, at 1 p.m.
China.....12,000	Sept. 24th, at 1 p.m.
Manchuria.....27,000	Oct. 1st, at 1 p.m.
Nile.....11,000	Oct. 15th, at 1 p.m.
Mongolia.....27,000	Oct. 23rd, at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHIYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 KNOTS. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENSON	Tuesday, 13th Aug., at Noon.
Tenyo Maru	E. BENT	TUESDAY, 20th AUGUST, at Noon.
Shiyo Maru	H. S. SMITH	TUESDAY, 10th SEPT., at Noon.
Chiyo Maru	W. W. GREENE	TUESDAY, 8th OCT., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru	—	Tuesday, 6th Aug., at 5 p.m.
Buyo Maru	—	FRIDAY, 4th OCTOBER, at Noon.
Hongkong Maru	—	TUESDAY, 3rd DECEMBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,

VIA STRAITS AND COLOMBO,

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward

For Shanghai, Kobe & Yokohama

S.S. PISA.....15th Aug.

S.S. O.J.D. AHLERS.....22nd Aug.

S.S. C. FERD. LAEISZ.....11th Sept.

S.S. ARCADIA.....24th Sept.

Homeward

For Havre, Rotterdam & Hamburg

S.S. FUKUOKA.....15th Aug.

S.S. GOLDENFELS.....27th Aug.

S.S. BRISGAVIA.....5th Sept.

S.S. SUEVA.....15th Sept.

S.S. MARSHALLS.....15th Sept.

S.S. KREUSER.....14th Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	To SAIL
SHANGHAI	ANHEI	Aug. 3, Midnight.
HOIHOW (Mail) & HAIPHONG	SINGAN	8, at 10 a.m.
MANILA, CEBU & ILOILO	KAIFONG	8, at 4 p.m.
WEIHAIWEL, CHEFOO & TIENTSIN	KWICHOW	8, at 4 p.m.
SHANGHAI	CHENAN	8, at 4 p.m.
SHANGHAI	LIENAN	10, Midnight.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tain' & 'Taming' Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chichu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANTUNG direct sailings on alternate Wednesdays.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

(SUBJECT TO ALTERATION)		
FOR	STEAMERS	To SAIL
* MANILA.....	LOONGSANG...MONDAY,	Aug. 5, at 2 p.
* SHANGHAI	WINGSANG...WEDDAY,	Aug. 7, at 4 p.
* TIENTSIN via WEIHAIWEL, CHEONGSHING.	THURSDAY,	Aug. 8, at Noon.
* MANILA	FUENSANG...SATURDAY,	Aug. 10, at 2 p.
* SINGAPORE, PENANG & CALCUTTA.	KUMSANG...MONDAY,	Aug. 12, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamer Kuzung, Namsang and Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong.

Occupied 20 days. This service is supplemented by the Loosung and Kuzung leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. MUTTRA, 4644 tons, Captain H. CARRY, will be despatched for YOKOHAMA & KOBE on the 14th August, at Noon. To be followed on the 28th August by s.s. 'ITINDA', Capt. A. J. EVANS, taking cargo and passengers at current rates.

WESTWARD

The S.S. FULTALA, 4154 tons, Capt. H. W. TALLENT, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 7th August, at noon, followed by the S.S. 'FALILKA', Capt. CHAMMACK, sailing direct to Rangoon on the 8th August, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	Date of Departure
LONDON, LEITH AND ANTWERP	PENBROKESHIRE	about 8th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEN OF GLAMIS	about 25th August.
LONDON, LEITH & ANTWERP	CARMARTHENSHIRE	about 3rd Sept.
SHANGHAI, KOBE AND YOKOHAMA	FLINTSHIRE	about 20th Sept.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. HARRATON APCAR, 4,450 tons, Capt. F. M. Austin, will be despatched for KOBE and MOJI on 8th August, at Noon.

S.S. JELUNGA, 3,361 tons, Capt. —, will be despatched for SHANGHAI, KOBE and MOJI on 18th August.

WESTWARD.

S.S. DILWARA, 4,600 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the 'CHINA MAIL'.

Price 50 cents.

Shipping

AMERICAN & MANCHURIAN LINE
(BUCKNELL STEAMSHIP LINE, LTD.)

FOR BOSTON & NEW YORK.

THE Steamship KANSAS, Captain R. L. LITTLE, will be despatched from this Port on or about the 9th August.

For Freight and further particulars, apply to

THE BANK LINE, LTD., General Agents.

Hongkong, July 4, 1912.

HAMBURG-AMERIKA-LINIE.

FOR BOSTON & NEW YORK.

THE Steamship AMBRIA, Captain W. FLAAS, will be despatched as above on or about the 31st of August, 1912.

For freight, apply to

HAMBURG-AMERIKA-LINIE, Hongkong Office.

Hongkong, July 24, 1912.

Notices to Consignees

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LEITH, LONDON AND STRAITS.

THE Steamship BENVENUE.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, when and where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 2, 1912.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

Lombo, India, Australasia, Egypt, Brindisi, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connecting Steamers	Tons	Due	Due
DELTA	8000	Aug. 3	MARSEILLES	12000	Sunday	Saturday
ARCADIA	7000	Aug. 17	MARSEILLES	12000	Sept. 1	Sept. 7
ASSAYE	7500	Aug. 31	MARSEILLES	12000	Sept. 15	Sept. 21
INDIA	8000	Sept. 14	MARSEILLES	12000	Sept. 29	Oct. 5
DEVANHA	8000	Sept. 28	MARSEILLES	12000	Oct. 13	Oct. 19
OHINA	8000	Oct. 12	MARSEILLES	12000	Oct. 26	Nov. 1
DELTA	8000	Oct. 26	MARSEILLES	12000	Nov. 9	Nov. 15
INDIA	8000	Nov. 9	MARSEILLES	12000	Nov. 23	Nov. 29
ASSAYE	7500	Nov. 23	MARSEILLES	12000	Dec. 7	Dec. 13
DEVANHA	8000	Dec. 7	MARSEILLES	12000	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at FORT SAÏD.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tonnage	Leave Hongkong	Due
NUBIA	6000	September 4	October 19
SARDINIA	7000	September 18	November 2
NAMUR	6700	October 16	December 1
NANKIN	7000	October 30	December 15
NYANZA	6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd £38.10 £57.4
For further particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For MARSEILLES, Via Ports: ARMAND BEHIC. — 13th August, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours
away from MARSEILLES to London. Interpreters meet passengers on their arrival in
Marseilles.
For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED
SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO)
Taking cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada, also to the Principal Ports in Mexico, Central
and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, SEATTLE MARU, Yokkaichi & Yokohama	8064	1912	Tuesday, 6th Aug., at 1 p.m.
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, MEXICO MARU, Kobe, Yokkaichi & Yokohama	—	—	Saturday, 17th Aug., at 1 p.m.

Let-olcas passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland
and San Francisco, £110
The Co.'s newly built steamers have fair speed. Superior accommodation for
steering passengers situated AMIDSHIP. A limited number of Cabin passengers
carried at low rates. Best adapted rooms for carrying Silk, Treasure and Furs.
Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND
FORMOSA SERVICE

For	Steamers	Leaves
TAMSAI via SWATOW & AMOY	DAIJIN MARU,	SUNDAY, 4th Aug., at Noon.
ANPING via SWATOW & AMOY	MIYAJIMA MARU,	WEDNESDAY, 7th Aug., at 10 a.m.
FOOCHOW, via SWATOW & AMOY	KAIJO MARU,	WEDNESDAY, 14th July, at Noon.

N.B.—The Co.'s Coast-line and Formosa-line of steamers, will arrive and depart
from 'SOON YIP Co.'s Wharf (near the Harbour Office, Praya Central).
Fair speed, Superior passenger accommodation. Electric light throughout.
First class cuisine.
For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch
Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and
TACOMA
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Tons	Sailing
LORD DERBY	7000 tons	August 16th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Com-
modious Accommodation and are fitted throughout with Electric Light and
Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian
African Line.

NEXT SAILING.

FROM HONGKONG. 20th July. FROM COLOMBO. 10th August.

For Rates and further information, apply to

THE BANK LINE LIMITED,
(MANAGING AGENTS),
Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the
Argentine.Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports
transhipping to Conference-Weir Line steamers at Calcutta.FROM HONGKONG connecting with Company's Steamer
at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.New Line of Steamers
TO
South African Ports,
ORIENTAL AFRICAN LINEREGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,
Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius
if sufficient inducement offers, and affording the Quickest Freight Transport from the
Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIG, 3,000 tons.....To be despatched second half of September.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents,
Hongkong, August 28, 1911.NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGERS, PHINZESS ALICE, SIBIRIAT, SOUTHEAMP, Capt. L. Franck, TON, ANTWERP & BREMEN.	(20,300)	—	WEDNESDAY 7th Aug. at Noon.
SHANGHAI, NAGASAKI, KLEIST, Kobe & YOKOHAMA.	(17,000)	—	WEDNESDAY, 7th Aug. at Noon.
MANILA, ANGAUR, YAP, COBLENZ, NEWGUINEA, BRISBANE, Capt. L. Klugkist, SYDNEY & MELBOURNE	(6,750)	—	SATURDAY, 10th Aug., at 9 a.m.
Kobe & YOKOHAMA.	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	About TUESDAY, 20th Aug. at 9 a.m.
KUDAT and SANDAKAN.	BORNEO, Capt. F. Sumbill.	—	Middle of August.

All the steamers of the European Line are fitted with Wireless Telegraphy. New
System of Teletank.

For further Particulars apply to

Norddeutscher Lloyd.
MELOHRS & CO.,
General Agents, Hongkong & China.PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. A. Crosby	Manila, Mangarin, Dollo & Cebu	FRIDAY, Aug. 9, at 4 p.m.
ZAFIRO	4,000	M. C. Smith	Manila, Mangarin, Dollo & Cebu	Monday, Aug. 19, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers

Shipping

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAÏD.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. BOHEMIA, 7900 tons, will leave as above on 19th August.

S.S. AFRICA, 8900 tons, will leave as above on 19th September.

Cheap rates Hongkong—Trieste, Venice £50 1st class, £38 2nd class & £19 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax,
no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. BOHEMIA, 7900 tons, will leave as above on 4th August, at Daylight.

S.S. AFRICA, 8900 tons, will leave as above on 4th September.

Cheap rates Hongkong—Shanghai £20 1st class, £14 2nd class and £7 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for YOKOHAMA & KOBE, via
SHANGHAI about 28th August.S.S. VORWAERTS, 12,900 tons, will leave for TRIESTE, FIUME and
VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ, PORT SAÏD, about 14th September.

Superior accommodation for 1st Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply toSANDER WIELER & CO., Agents,
PRINCES' BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Kitchen.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days).

STEAMERS CAPTAIN LEAVING.

HAIKUN Capt. J. S. Roach TUESDAY, 8th Aug., at 11 a.m.

HAIYANG Capt. A. E. Hodges FRIDAY, 8th Aug., at 11 a.m.

HAIHING Capt. W. G. Passmore TUESDAY, 18th Aug., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAIMUN Capt. J. W. Evans SUNDAY, 4th Aug., at 10 a.m.

WEDNESDAY, 7th Aug., at 11 a.m.

During the months of July & August—Return Tickets available for three months
will be issued at a reduction of 20% on the usual rate to Foochow.Steamers will arrive at, and depart from, the Company's Wharf
near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL SERVICE
TO AUSTRALIA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	July 26	Aug. 17th, at Noon
ALDENHAM	Aug. 9	Aug. 31st, at Noon
EMPIRE	Aug. 23	Sept. 14th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73 Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARLICK)

SAILS FROM HONGKONG ON MONDAY, August 5th, AT NOON.

FOR SEATTLE via KEELUNG, NAGASAKI, INLAND
SEA, KOBE and YOKOHAMA.LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,
etc.Direct connection at Seattle with Great Northern and Northern Pacific Railways
for all points in the United States, Canada and Europe.Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe
and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.
Hongkong, November 1, 1911.

818

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 16, DES VERTS ROAD CENTRAL, HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1906.

Notices to Consignees

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG,
SINGAPORE.THE Steamship Arrived from the above Ports, and
Consignees of Cargo are hereby informed that their
Goods will be delivered from the side.Cargo impeding the discharge will
be landed at once at Consignees' risk and
expense.Cargo remaining on board after 12
of the 4th instant, will be landed at
Consignees' risk and expense.Consignees of cargo from the
above Ports are requested to take necessary
delivery of their Goods from alongside
Such Cargo impeding the discharge of
Consignees' risk and expense.No Fire Insurance has been effected.
Bills of Lading will be countersigned
the Undersigned.DAVID BASSEON & Co., Ltd.
Agents,
Hongkong, August 2, 1912.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN
PORTS & MANILA.CONSIGNEES of Cargo per Steamers
MONGOLIAThe above-mentioned vessel have
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
counter-signatures and to take immediate
delivery of cargo from alongside.Cargo impeding the discharge will
be landed and stored at Consignees' risk and
expense.Cargo remaining on board after
WEDNESDAY, July 31st, at Noon, will
be landed at Consignees' risk and expense
and delivery thereon then be taken from
Company's Godown.Cargo remaining undelivered on MON-
DAY, 5th August, at Noon will be subject
to storage and landing charges.No Fire Insurance whatever will be
effected.All claims and otherwise damaged cargo
will be examined at the Company's Godown
on SATURDAY, August 3rd, 1912, at 10 a.m.All claims must be filed on or before
August 29th, 1912, otherwise they will
not be recognized.FRED J. HALTON,
Agent,
Hongkong, July 29, 1912.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG
AND SINGAPORE.THE Company's Steamship 'Fouquierie'
having arrived from the above Port
Consignees of Cargo by her are hereby
informed that their goods will be delivered
from alongside.Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 1st August
will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, July 31, 1912.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 8.10 p.m. Every 10 minutes

NIGHT CARS

7.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. every 15 minutes.

SUNDAYS

8.00 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.45 a.m. to 12 Noon. Every 15 minutes

12.00 Noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

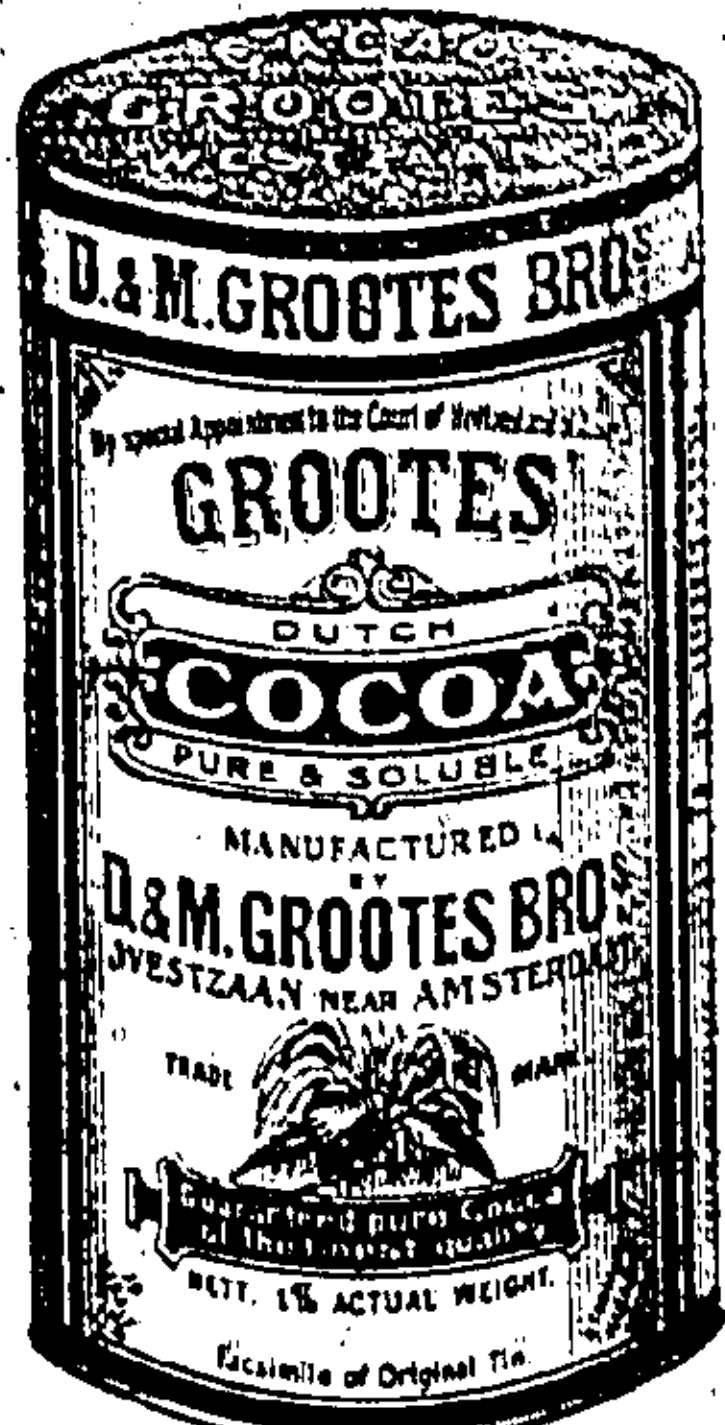
5.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.10 p.m. Every 10 minutes

7.30 a.m. Sunday

NIGHT CARS on Week Days

ASK FOR



GROOTES' DUTCH COCOA

Absolutely Pure and Soluble.

FOR SALE

AT ALL STORES.

30 CENTS PER 1/4 POUND TIN.

Breakfast Cups

GRATIS

TO REGULAR BUYERS.

MacEwen, Frickel & Co.,

Sole Agents for South China,

4, DES VŒUX ROAD.

STEAMERS PASSED SUEZ CANAL.

July 3, Baron Orléans.
 July 12, Alcinous, Transvaal.
 July 16, Belgaria, Gleditsch, Indra.
 July 19, Achilles, Boudier, Peiho.
 July 23, Antenor, Alinda Maru, Ceylon.
 Letham, Nippon, Paitan, Walton Hall.
 July 26, Machan, Nore, Ulysses, Pina.
 July 30, Prinz Ludwig.
 ROMWARD.
 July 23, Syria.
 July 30, Calcedonien, Prometheus, Salazie, Tydeu.
 ARRIVALS FROM CHINA.
 August 2, Andalucia, Derfflinger, Hector, Schuchth.

STEAMERS EXPECTED.

The N. D. L. s.s. Kleist carrying the German Mails with dates from Berlin of the 10th July, left Colombo on Saturday, the 27th July, and may be expected here on or about the 7th August.
 The C. P. R. Co.'s R.M.S. Empress of Japan left Yokohama for Victoria and Vancouver, B.C., on Tuesday, the 23rd July, at noon.
 The C. P. R. Co.'s R.M.S. Empress of India left Vancouver B.C. for Hongkong via usual ports of call, on Wednesday, the 24th July, p.m.

Other Vessels.
 The I. C. S. N. Co., Ltd.'s s.s. Onslow left Chioantao on the 27th July, due Hongkong on the 2nd Aug.
 The I. C. S. N. Co., Ltd.'s s.s. Taisang sailed from Calcutta for Straits & Hongkong on the 15th July, due Hongkong on the 3rd August.

The N. Y. K. s.s. Hakata Maru (Bouby Line) left Moji for this port on the 27th July, and is expected here on the 3rd August.
 The Ben Line steamer Bengloe from Middlesbrough, left Singapore on 26th July for this port.
 The N. Y. K. s.s. Yokohama Maru (American Line) left Kobe for this port via Moji and Shanghai on the 30th July, and is expected here on the 4th Aug.

The U. & C. s.s. Ichio left Singapore for this port on the 1st August, at 4.30 p.m., and is due here on the 6th August, at about noon.
 The U. & C. s.s. Ichio left Singapore for this port on the 1st August, at 4.30 p.m., and is due here on the 6th August, at about noon.

The N. Y. K. s.s. Nippon Maru (Calcutta Line) left Calcutta for this port via Port Blair on the 25th July, and is expected here on the 11th August.

The N. Y. K. s.s. Colombo Maru (Bombay Line) left Bombay for this port via Port Blair on the 25th July, and is expected here on the 11th August.

The Blue Line, Ltd.'s s.s. Den of Glamis left London on the 4th July, due Hongkong on the 25th August.

The E. & A. steamer Adolphus left Sydney on 31st July for this port via Queensland ports and Manila.

The Barber Line s.s. St. Patrick sailed from New York on the 28th July for Hongkong and Far East, via the Straits.

Latent Advice.
 The I. C. S. N. Co., Ltd.'s s.s. Lohing left Singapore on the 30th July for Hongkong, due Hongkong on the 5th Aug.
 The I. C. S. N. Co., Ltd.'s s.s. Chongshing left Weihaiwei on the 30th July, due Hongkong on the 4th Aug.
 The B. I. S. N. Co., Ltd.'s s.s. Fataila left Kobe for Hongkong on the 30th July, due Hongkong on the 3rd Aug.
 The B. I. S. N. Co., Ltd.'s s.s. Fataila left Kobe for Hongkong on the 30th July, due Hongkong on the 3rd Aug.
 The P. S. S. Co.'s s.s. Rubi left Manila on Saturday, the 3rd August, and is due here on or about Tuesday, the 6th August, at daylight.
 The N. D. L. s.s. Borneo left Sandakan on Tuesday, the 30th July, and may be expected here on or about Sunday, the 4th August, a.m.

CANALING.
 August 2, Benlomon, Hirano Maru, Palma, P. E. Friedrich, Seneca, Stentor, Den of Glamis.

EXCHANGE.

Hongkong, August 3, 1912.
 On London—
 Bank Wire... 1/11 1/2
 " On demand... 1/11 1/2
 " 30 days' sight... 1/11 1/2
 " 60 days' sight... 1/11 1/2
 " 90 days' sight... 1/11 1/2
 " 120 days' sight... 1/11 1/2
 " 150 days' sight... 1/11 1/2
 " 180 days' sight... 1/11 1/2
 " 210 days' sight... 1/11 1/2
 " 240 days' sight... 1/11 1/2
 " 270 days' sight... 1/11 1/2
 " 300 days' sight... 1/11 1/2
 " 330 days' sight... 1/11 1/2
 " 360 days' sight... 1/11 1/2
 " 390 days' sight... 1/11 1/2
 " 420 days' sight... 1/11 1/2
 " 450 days' sight... 1/11 1/2
 " 480 days' sight... 1/11 1/2
 " 510 days' sight... 1/11 1/2
 " 540 days' sight... 1/11 1/2
 " 570 days' sight... 1/11 1/2
 " 600 days' sight... 1/11 1/2
 " 630 days' sight... 1/11 1/2
 " 660 days' sight... 1/11 1/2
 " 690 days' sight... 1/11 1/2
 " 720 days' sight... 1/11 1/2
 " 750 days' sight... 1/11 1/2
 " 780 days' sight... 1/11 1/2
 " 810 days' sight... 1/11 1/2
 " 840 days' sight... 1/11 1/2
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 " 1080 days' sight... 1/11 1/2
 " 1110 days' sight... 1/11 1/2
 " 1140 days' sight... 1/11 1/2
 " 1170 days' sight... 1/11 1/2
 " 1200 days' sight... 1/11 1/2
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 " 1470 days' sight... 1/11 1/2
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 " 1980 days' sight... 1/11 1/2
 " 2010 days' sight... 1/11 1/2
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 " 2070 days' sight... 1/11 1/2
 " 2100 days' sight... 1/11 1/2
 " 2130 days' sight... 1/11 1/2
 " 2160 days' sight... 1/11 1/2
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 " 4140 days' sight... 1/11 1/2
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 " 4200 days' sight... 1/11 1/2
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 " 4290 days' sight... 1/11 1/2
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